

TRIBUTE TO DEBORAH ERVIN

HON. JOHN SHIMKUS

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 6, 2001

Mr. SHIMKUS. Mr. Speaker, I rise today to pay tribute to Deborah Ervin of Edinburg, Illinois, and her effort to honor all those who gave their lives for the United States of America.

Ms. Ervin is a woman with a cause. Like so many brave young Americans, her brother in law was killed while serving his country in the Vietnam war. Sometime after this tragic event, Deborah decided to fly a flag in his honor—only to find that no flag specifically honoring those who died in combat existed. Not to be deterred, Ms. Ervin decided that if such a flag did not exist, that she would just have to create it.

It was a long process, but I was lucky enough to be presented with the results: a beautiful flag meant to honor all those men and women who have died for their country. The flag portrays an American eagle in flight to represent the strength and freedom of America; above the eagle is a blue cross that is meant to represent the sacrifice of those who have died. Both the eagle and cross are within the outline of a solemn tombstone, with a background of red and white stripes.

Ms. Ervin wished me to fly the flag in honor of her brother, and I have honored her request—it now stands proudly outside of my office. In addition, she also wished us to forward a second flag on to Mayor Giuliani in New York. This we have done in honor of the brave policemen, firefighters, men, women and children who lost their lives to terrorism on September 11th.

Mr. Speaker, in creating this flag Ms. Ervin has done us all a great service. Recent events have served to remind us that we can remain free only because our people are willing to defend that freedom, and this flag is a fitting tribute to them. Ms. Ervin deserves our thanks, not only for creating such a heartwarming symbol, but also for her patriotism and devotion to her country. May God bless her, and may God bless the United States of America.

THE OVER-THE-ROAD BUS SECURITY AND SAFETY ACT OF 2001

HON. THOMAS E. PETRI

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 6, 2001

Mr. PETRI. Mr. Speaker, today, the leadership of the Transportation and Infrastructure Committee has introduced the Over-the-Road Bus Security and Safety Act of 2001. This bipartisan legislation puts in place a bus security program to better protect the bus riding public.

The latest figures from the American Bus Association demonstrate that the over-the-road bus industry, comprised of private bus and tour and travel operators, transports 774 million passengers annually. The industry's 800 bus operators and almost 200 tour operators, using 40,000 motor coaches, transport

more passengers than the airlines and Amtrak combined (650 million passengers). In addition, Greyhound Bus Lines and its interline partners take passengers to some 4,000 destinations, more than 7 times the number served by air or Amtrak.

Since the attacks of September 11, 2001, the Committee has reemphasized its examination of all modes of transportation security. As an important element of multi-modal transportation, the over-the-road bus industry must increase its security measures. Unfortunately, recent terrorist acts on foreign buses and bus stations demonstrate the necessity for bus security. In fact, an analysis of worldwide terrorist activities from 1920–2000 shows that 49% of terrorist attacks involve a bus or a bus facility.

While bus operators have made some security improvements, Congress must provide assistance to their ongoing efforts. Our legislation establishes a grant program that will be administered by the Secretary of Transportation. Eligible uses include expanding the passenger and baggage screening process, establishing electronic ticketing, hiring security officers and making physical security improvements to bus stations. This program is authorized at \$200 million in the first fiscal year. After an appropriation is made, a twenty-five cent per ticket fee will be taken on tickets over five dollars. This fee will be used to fund the bus safety program in the following fiscal years.

This is an affordable bill that brings the priceless bargain of security to the bus riding public. I hope that my colleagues support this bipartisan effort to better protect the bus riding public.

STOP STROKE ACT

HON. CHARLES W. "CHIP" PICKERING

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 6, 2001

Mr. PICKERING. Mr. Speaker, the United States spends over \$30 billion each year in caring for persons who have suffered from strokes. Stroke is the third leading cause of death in this country, claiming the life of an individual every three and a half minutes. Today, Congresswoman CAPPS and I are introducing a bill that will help to educate the public on the symptoms of stroke and the importance of rapid treatment.

My home state of Mississippi is ranked seventh in leading the nation in stroke deaths. The STOP Stroke Act will provide the necessary tools to help hundreds of thousands of Americans make the right choice in seeking medical help with the onset of a stroke. We know that it is important that treatment be administered as quickly as possible after a stroke, yet fewer than three percent of patients receive clot-dissolving drugs that are necessary to improve the patient's recovery.

It is important that we take the steps that are required to educate the American public about the symptoms and treatments of strokes. We must work to pass the Stroke Treatment and Ongoing Prevention (STOP Stroke) Act to ensure that we save lives and

improve the quality of medical treatment to stroke victims.

IN MEMORY OF STAN KAPLAN

HON. JOHN M. SPRATT, JR.

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 6, 2001

Mr. SPRATT. Mr. Speaker, Stan Kaplan survived the Depression, fought in World War II, and in 1965 moved with his wife, Sis, to Charlotte, North Carolina, where they purchased a radio station and took it to the top of the rating charts. Stan Kaplan died this week, leaving his adopted community far better than he found it. The Charlotte Observer sketched his life in an article that I would like to share with other Members of Congress. One can say of Stan Kaplan's life as another transplanted Charlottean, Harry Golden, said of his own life: Only in America.

I submit "Kaplan, Unsung, if Seldom Unheard, Hero" for inclusion in the RECORD.

KAPLAN: UNSUNG, IF SELDOM UNHEARD, HERO

(By Jim Morrill and Mark Washburn)

He was a brash Yankee who brought his liberal politics and oversize personality to a Southern city that still minded its manners.

Over the next four decades, Stan Kaplan never changed. But Charlotte did, often with a nudge from him. That awkward beginning turned into a comfortable, mutually beneficial partnership.

Kaplan, who suffered from cancer died late Monday of a heart attack. He was 76. A funeral will be at noon today at Temple Beth El, 5101 Providence Road.

Along with his wife, Sis, Kaplan helped transform Charlotte radio and founded the weekly Leader newspaper. He became a civic fixture who gave generously to the arts and other causes, as well as Democratic candidates.

"He was one of the great unsung heroes of Charlotte in the last 50 years," said developer Johnny Harris. "Stan and Sis have been such a major part of making this city better for all the people."

In a city of gray suits, Kaplan was a Technicolor character.

With beefy girth and bushy eyebrows, he managed a rumpled look despite tailored suits and French cuffs. He loved golf, good cigars and fancy cars. He once drove a Rolls Royce with a hood ornament that featured his own likeness, cigar and all.

A Pennsylvania native, he was a consummate salesman.

During the Depression he sold Band-Aids on the street and one year made more money than his father, a furniture salesman. After going off to fight in Normandy, he returned home and bounced around a succession of colleges and jobs in radio management.

He was working in syndication when he met Sis Atlans. More smitten with her than she was with him, he turned to a sales technique: flip charts.

"Stanley's fantastic," said one.

"You'll just love being married to him," said another.

"He's better looking than you think," read a third.

It worked. He and Sis, the daughter of a Chicago broadcasting executive, decided to buy their own radio station. Scouring the country, they settled in 1965 on a small Charlotte station called WAYS-AM, then in last place among eight AM stations.